2016 Lyrik

Service Manual

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SRAM LLC WARRANTY

EXTENT OF LIMITED WARRANTY

Except as otherwise set forth herein, SRAM warrants its products to be free from defects in materials or workmanship for a period of two years after original purchase. This warranty only applies to the original owner and is not transferable. Claims under this warranty must be made through the retailer where the bicycle or the SRAM component was purchased. Original proof of purchase is required. **Except as described herein, SRAM makes no other warranties, guaranties, or representations of any type (express or implied), and all warranties (including any implied warranties of reasonable care, merchantibility, or fitness for a particular purpose) are hereby disclaimed.**

LOCAL LAW

This warranty statement gives the customer specific legal rights. The customer may also have other rights which vary from state to state (USA), from province to province (Canada), and from country to country elsewhere in the world.

To the extent that this warranty statement is inconsistent with the local law, this warranty shall be deemed modified to be consistent with such law, under such local law, certain disclaimers and limitations of this warranty statement may apply to the customer. For example, some states in the United States of America, as well as some governments outside of the United States (including provinces in Canada) may:

a. Preclude the disclaimers and limitations of this warranty statement from limiting the statutory rights of the consumer (e.g. United Kingdom).

b. Otherwise restrict the ability of a manufacturer to enforce such disclaimers or limitations.

For Australian customers:
This SRAM limited warranty is provided in Australia by SRAM LLC, 1000 W. Fulton Market, 4th Floor, Chicago, IL, 60607, USA. To make a warranty claim please contact the retailer from whom you purchased this SRAM product. Alternatively, you may make a claim by contacting SRAM Australia, 6 Marco Court, Rowville 3178, Australia. For valid claims SRAM will, at its option, either repair or replace your SRAM product. Any expenses incurred in making the warranty claim are your responsibility. The benefits given by this warranty are additional to other rights and remedies that you may have under laws relating to our products. Our goods come with guarantees that cannot be excluded under the Australian Consumer Law. You are entitled to a replacement or refund for a major failure and for compensation for any other reasonably foreseeable loss or damage. You are also entitled to have the goods repaired or replaced if the goods fail to be of acceptable quality and the failure does not amount to a major failure.

LIMITATIONS OF LIABILITY

To the extent allowed by local law, except for the obligations specifically set forth in this warranty statement, in no event shall SRAM or its third party suppliers be liable for direct, indirect, special, incidental, or consequential damages.

LIMITATIONS OF WARRANTY

This warranty does not apply to products that have been incorrectly installed and/or adjusted according to the respective SRAM user manual. The SRAM user manuals can be found online at sram.com, rockshox.com, avidbike.com, truvativ.com, or zipp.com.

This warranty does not apply to damage to the product caused by a crash, impact, abuse of the product, non-compliance with manufacturers specifications of usage or any other circumstances in which the product has been subjected to forces or loads beyond its design.

This warranty does not apply when the product has been modified, including, but not limited to any attempt to open or repair any electronic and electronic related components, including the motor, controller, battery packs, wiring harnesses, switches, and chargers.

This warranty does not apply when the serial number or production code has been deliberately altered, defaced or removed.

This warranty does not apply to normal wear and tear. Wear and tear parts are subject to damage as a result of normal use, failure to service according to SRAM recommendations and/or riding or installation in conditions or applications other than recommended.

Wear and tear parts are identified as:

- Dust seals
- Bushings
- Air sealing o-rings
- Glide rings
- Rubber moving parts
- Foam rings
- Rear shock mounting hardware and main seals
- Upper tubes (stanchions)
- Stripped threads/bolts (aluminium, titanium, magnesium or steel)
- Brake sleeves
- Brake pads
- Chains
- Sprockets
- Cassettes
- Shifter and brake cables (inner and outer)
- Handlebar grips
- Shifter grips
- Jockey wheels
- Disc brake rotors
- Wheel braking surfaces
- Bottomout pads
- Bearings
- Bearing races
- Pawls
- Transmission gears
- Spokes
- Free hubs
- Aero bar pads
- Corrosion
- Tools
- Motors
- Batteries

Notwithstanding anything else set forth herein, the battery pack and charger warranty does not include damage from power surges, use of improper charger, improper maintenance, or such other misuse.

This warranty shall not cover damages caused by the use of parts of different manufacturers.

This warranty shall not cover damages caused by the use of parts that are not compatible, suitable and/or authorised by SRAM for use with SRAM components.

This warranty shall not cover damages resulting from commercial (rental) use.

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SAFETY FIRST!

We care about YOU. Please, always wear your safety glasses and protective gloves when servicing RockShox® products.
Protect yourself! Wear your safety gear!

Exploded View - RCT3/Dual Position Air

Air Shaft Assembly

Compression Damper Assembly

Rebound Damper Assembly

RCT3

- Retaining Rings
- Low Speed Compression Adjuster
- Compression Cam Assembly
- Low Speed Compression Needle
- Compression Top Cap Assembly
- Bladder Sleeve
- Bladder
- Compression Piston Assembly
- Coupler

Dual Position Air (DPA)

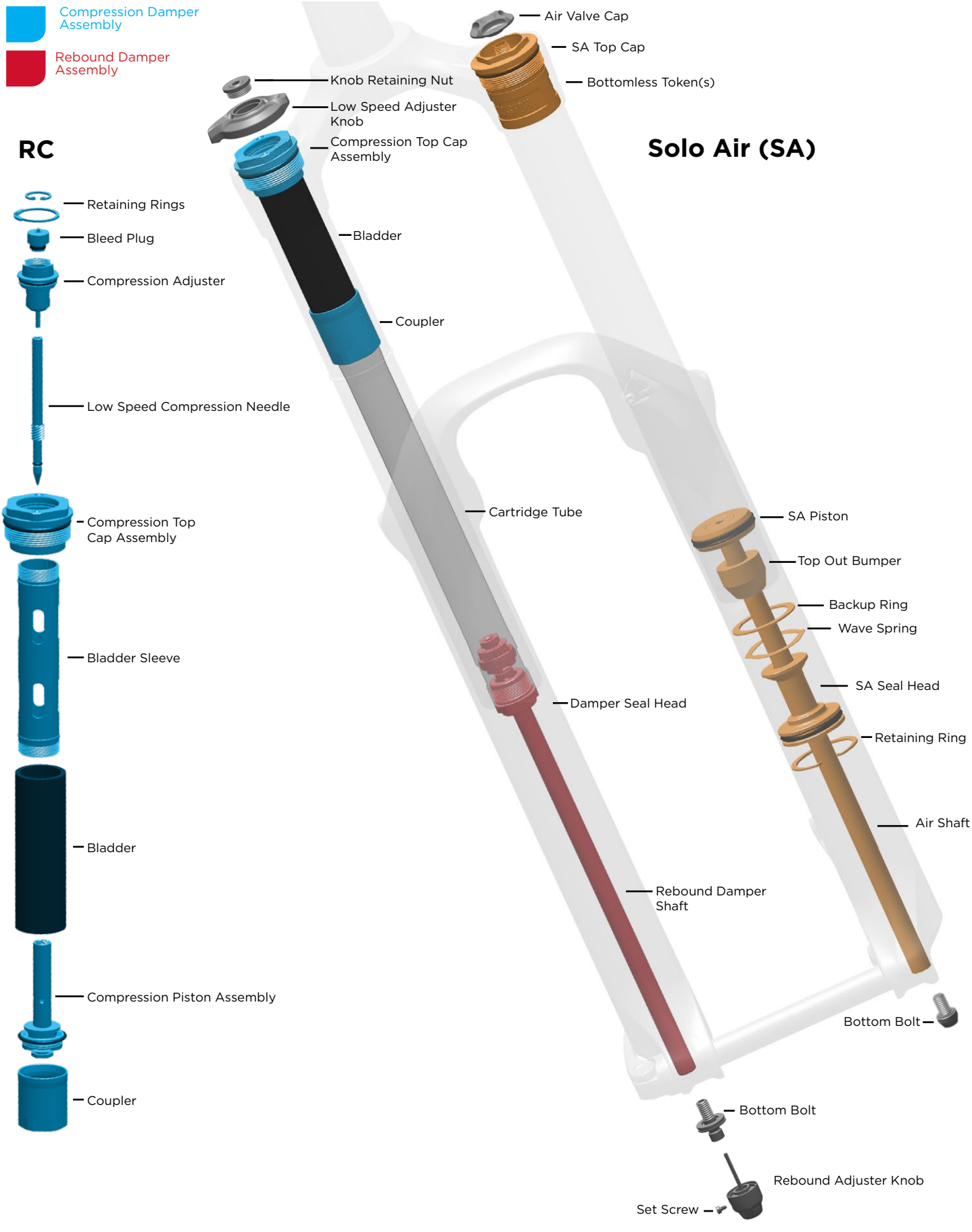
- Air Valve Cap
- Knob Retaining Nut
- DPA Adjuster Knob
- DPA Top Cap
- Knob Retaining Screw
- Low Speed Adjuster Knob
- Knob Retaining Nut
- Compression Mode Adjuster Knob
- Compression Top Cap Assembly
- Bladder
- Coupler
- Bottomless Token(s)
- Cartridge Tube
- DPA Piston
- Top Out Bumper
- Backup Ring
- Wave Spring
- DPA Seal Head
- Retaining Ring
- Damper Seal Head
- Air Shaft
- Rebound Damper Shaft
- Bottom Bolt
- Bottom Bolt
- Rebound Adjuster Knob
- Set Screw

Exploded View - RC/Solo Air

Air Shaft Assembly

Compression Damper Assembly

Rebound Damper Assembly



RockShox Suspension Service

We recommend that you have your RockShox suspension serviced by a qualified bicycle mechanic. Servicing RockShox suspension requires knowledge of suspension components as well as the special tools and fluids used for service.

Instructions apply to 15x100 and Boost 110 forks. Specific part information, part number information, and exploded diagrams can be found in the RockShox Spare Parts Catalog, available on our website at sram.com/service. For order information, please contact your local SRAM distributor or dealer.

Information contained in this publication is subject to change at any time without prior notice. For the latest technical information, please visit our website at sram.com/service.

Your product's appearance may differ from the pictures contained in this publication.

Parts, Tools and Supplies

Parts

- RockShox® Lyrik Service Kit

Safety and Protection Supplies

- Safety glasses
- Nitrile gloves
- Apron
- Oil pan
- Clean, lint-free rags

Bicycle Tools

- Downhill tire lever
- Bicycle work stand

RockShox® Tools

- RockShox Rear Shock Vise Block
- RockShox 35 mm dust seal installation tool
- RockShox Bleed Syringe with Charger bleed tip
- RockShox shock pump (300 psi max)

Lubricants and Fluids

- SRAM® Butter (grease)
- RockShox 3wt suspension fluid
- RockShox 0w-30 suspension fluid
- Loctite® Threadlocker Blue 242®
- Isopropyl alcohol

Common Tools

- 6, 10, 15, 24, and 30 mm socket wrenches
- 2, 2.5, 3, 4, and 5 mm hex wrenches
- 2, 2.5, 3, 4, and 5 mm hex bit sockets
- 21, 23, and 25 mm open end wrenches
- 15 mm cone wrench
- 23 and 25 mm crowfoot wrenches
- 5/8" bit socket
- Torque wrench
- Pick
- Needle nose pliers
- Bench vise with aluminum soft jaws
- Rubber mallet
- Large internal retaining ring pliers
- Small internal retaining ring pliers
- Long plastic or wooden dowel
- Flat blade screwdriver
- Graduated cylinder (mL)

SAFETY INSTRUCTIONS

Always wear safety glasses and nitrile gloves when working with suspension fluid.

Place an oil pan on the floor underneath the area where you will be working on the fork.

NOTICE

Use aluminum soft jaws to protect the Charger Damper™ assembly when using a vice.

Record Your Settings

Use the charts below to record your fork settings to return your fork to its pre-service settings. Record your service date to track service intervals.

Service date - helps you keep track of service intervals.	
Rebound setting - count the number of clicks while turning the rebound adjuster fully counter-clockwise.	
Compression setting - count the number of clicks while turning the compression adjuster fully counter-clockwise.	

Service Interval Information

Maintenance	**Interval (hours)**
Clean dirt and debris from upper tubes	Every ride
Inspect upper tubes for scratches	Every ride
Check front suspension fasteners for proper torque	25
Remove lowers, clean/inspect bushings and change fluid	50
Clean and lubricate spring assembly	100
Change fluid in damping system	100

Fastener Torque Values

Part	**Tool**	**Torque**
Bottom bolts	5 mm hex bit socket	7.3 N•m (65 in-lb)
Top caps	24 and 30 mm sockets	28 N•m (250 in-lb)

Fluid Volume

		Damper Side						**Spring Side**				
			Upper Tube			**Lower Leg**			**Upper Tube**		**Lower Leg**	
Fork	**Model**	**Damper Technology**	**Volume (mL)**	**Height * +/- 2 mm**	**Fluid**	**Volume (mL)**	**Fluid**	**Spring Technology**	**Volume (mL)**	**Fluid**	**Volume (mL)**	**Fluid**
Lyrik	RC	Charger	Bleed	-	3wt	10 mL	0w-30	Solo Air	Grease		10 mL	0w-30
	RCT3							Dual Position Air				

*Fluid height meaurements are taken from the top of the crown surface above the upper tube to the fluid.

Lower Leg Removal

1 Remove the air valve cap from the top cap located on the spring side fork leg.

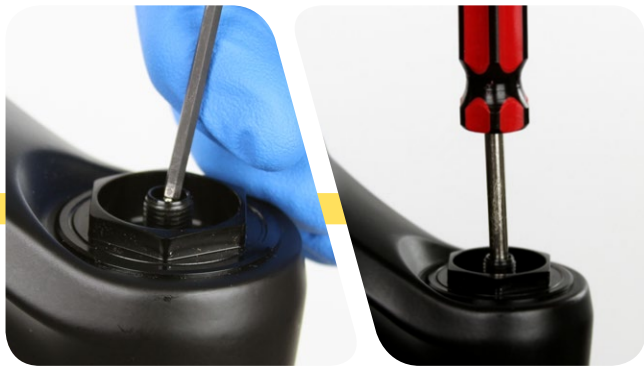
2 Use a small hex wrench to depress the Schrader valve and release all air pressure from the air chamber.

Use a Schrader valve core tool to remove the valve core from the valve body. Cycle the lower leg a few times to release the remaining trapped air.

Install a new Schrader valve core.

⚠CAUTION- EYE HAZARD

Verify all pressure is removed from the fork before proceeding. Failure to do so can result in injury and/or damage to the fork. Wear safety glasses.



3 Use a 2.5 mm hex wrench to loosen the set screw and remove the rebound adjuster knob located at the bottom of the damper side fork leg.

4 Use a 5 mm hex wrench to loosen both bottom bolts 3 to 4 turns.

5 Place an oil pan beneath the fork to catch any draining fluid.

Use a rubber mallet to firmly strike each bottom bolt to dislodge the air and damper shafts from the lower leg.

Use a 5 mm hex wrench to remove the bottom bolts from the lower leg.

6 Firmly pull the lower leg downward until fluid begins to drain. Continue pulling downward to remove the lower leg from the fork.

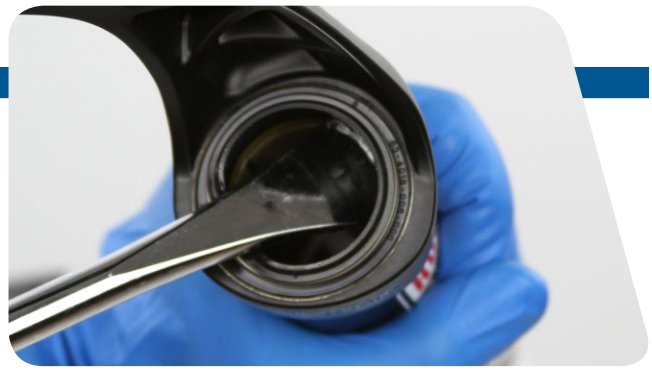
If the lower leg does not slide off of the upper tubes or if fluid does not drain from either side, the press fit of the shaft(s) to the lower leg may still be engaged. Reinstall the bottom bolts 2 to 3 turns and repeat the previous step.

NOTICE

Do not hit the fork arch with any tool when removing the lower leg as this could damage the fork.

Lower Leg Seal Service

1 Place the tip of a downhill tire lever underneath the lower lip of the dust wiper seal.



NOTICE

If using a flat blade screwdriver, make sure it has a round shaft. A screwdriver with a square shaft will damage the fork leg. Wrap a rag around the screwdriver to protect the lower leg.

2 Stabilize the lower leg on a bench top or on the floor. Press down on the tire lever handle to remove the dust wiper seal.

Repeat on the other side.

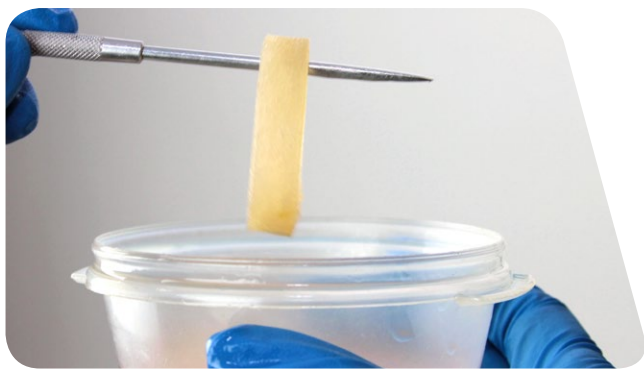
Discard the dust seals after they are removed.

NOTICE

Keep the lower leg assembly stable. Do not allow the lower leg to twist in opposite directions, compress toward each other, or be pulled apart. This will damage the lower leg.

3 Use your fingers to remove and discard the foam rings inside the lower leg.

4 Soak the new foam rings in RockShox 0w-30 suspension fluid.



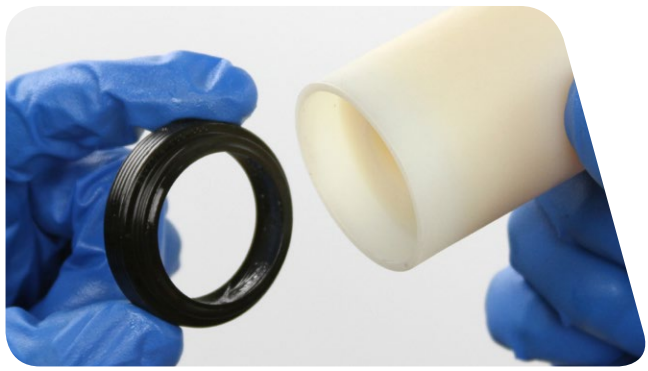
5 Spray isopropyl alcohol on the inside and outside of the lower leg. Clean the outside of the lower leg with a rag.

Wrap a rag around a long dowel and insert it into each lower leg to clean the inside of the lower leg.

6 Install the new foam rings in the lower leg.

7 Remove the wire spring from the new dust wiper seal and set it aside.

8 Insert the narrow end of a new dust wiper seal into the recessed end of the RockShox® 35 mm dust seal installation tool.



9 Hold the lower leg steady and use the RockShox® 35 mm dust seal installation tool to press the dust wiper seal evenly into the lower leg until the seal surface is flush with the top of the lower leg surface.

Reinstall the wire spring onto the dust wiper seal.

Repeat steps 7, 8, and 9 for the other side of the lower leg.

NOTICE

Only press the dust wiper seal into the lower leg until it is flush with the top surface of the lower leg. Pressing the dust wiper seal past the top surface of the lower leg can damage the foam rings.

Travel Change Adjustment - Optional

To increase or decrease the travel in your RockShox® Lyrik fork, the air spring shaft assembly must be replaced with the correct length.

Use the chart below to help determine the necessary air shaft and recommended number of bottomless tokens for your fork travel and wheel size.

Red (DPA) and grey (SA) bottomless tokens work on all 2016 Lyrik forks. The air shaft will have the wheel size and travel information located near the bottom of the shaft.

Refer to the RockShox Spare Parts Catalog available on our website at sram.com/service for spare part details.

For ordering information, please contact your local SRAM distributor or dealer.

Solo Air Travel and Bottomless Token Tuning

29" Wheel			27.5" Wheel		
Lyrik/Yari (travel)	Factory Installed Bottomless Tokens	Maximum Bottomless Tokens	Lyrik/Yari (travel)	Factory Installed Bottomless Tokens	Maximum Bottomless Tokens
-	-	-	180mm	0	4
-	-	-	170mm	1	4
160mm	2	5	160mm	2	5
150mm	2	5	150mm	2	5
140mm	3	6	140mm	3	6
130mm	3	6	130mm	3	6
120mm	4	7	120mm	4	7

Dual Position Air Travel and Bottomless Token Tuning

29" Wheel			27.5" Wheel		
Lyrik/Yari (travel)	Factory Installed Bottomless Tokens	Maximum Bottomless Tokens	Lyrik/Yari (travel)	Factory Installed Bottomless Tokens	Maximum Bottomless Tokens
-	-	-	180mm	0	4
-	-	-	170mm	0	5
160mm	1	5	160mm	1	5
150mm	1	6	150mm	1	6

NOTICE

Inspect each part for scratches. Do not scratch any sealing surfaces when servicing your suspension. Scratches can cause leaks.

When replacing seals and o-rings, use your fingers or a pick to remove the seal or o-ring. Spray isopropyl alcohol on each part and clean with a rag. Apply SRAM® Butter grease to the new seals and o-rings.

1 **Dual Position Air**: Use a 10 mm socket wrench to remove the DPA travel adjuster knob retaining nut. Remove the DPA travel adjuster knob.

2 Use a 24 mm socket wrench to remove the top cap from the upper tube.

Spray isopropyl alcohol on the upper tube threads and clean the threads with a rag.

24 mm

DPA

SA

3 Use your fingers or a pick to remove the top cap o-ring.

Use your fingers to install a new o-ring.

Do not apply grease to the top cap threads.

DPA

SA

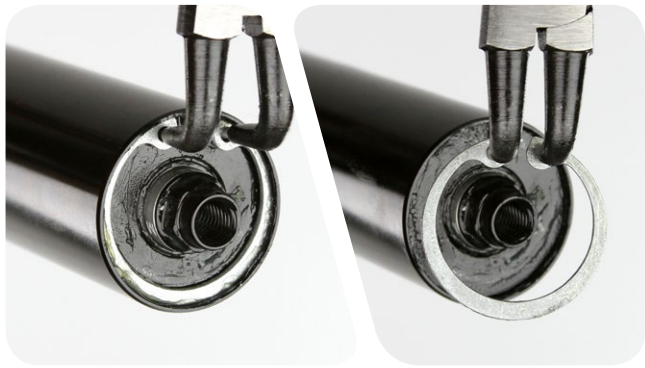
4 **Dual Position Air:** Push the air shaft into the upper tube to prevent it from getting scratched while removing the retaining ring.

NOTICE

Scratches on the air shaft will allow air to bypass the seal head into the lower leg, resulting in reduced spring performance.

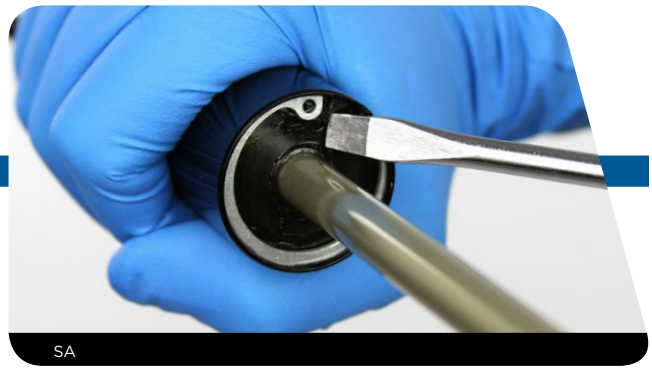
Use a flat blade screwdriver to push the seal head tab under the retaining ring.

Place the tips of large internal retaining ring pliers into the eyelets of the retaining ring. Press firmly on the pliers to push the seal head into the upper tube enough to compress and remove the retaining ring.



Solo Air: Use a flat blade screwdriver to push the SA seal head tab under the retaining ring.

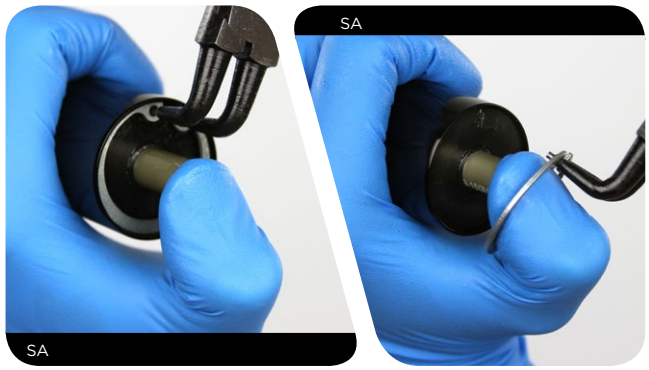
Place your finger over the end of the air spring shaft to prevent it from getting scratched while removing the retaining ring.



NOTICE

Scratches on the air shaft will allow air to bypass the seal head into the lower leg, resulting in reduced spring performance.

Place the tips of large internal retaining ring pliers into the eyelets of the retaining ring. Press firmly on the pliers to push the SA seal head into the upper tube enough to compress and remove the retaining ring. Slide the retaining ring onto your finger and release the air spring shaft.



5 Use your fingers to install the bottom bolt into the air shaft.

Firmly pull on the air shaft and bottom bolt to remove the air shaft assembly from the upper tube.

Unthread and remove the bottom bolt from the air shaft.

Clean and inspect the assembly for damage.

6 Spray isopropyl alcohol on the inside and outside of the upper tube and clean it with a rag.

Wrap a rag around a long dowel and insert it into the upper tube to clean inside the upper tube.

7 Remove the seal head, wave spring, and backup ring from the air shaft.

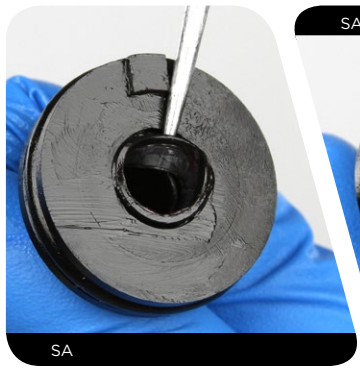
8 Use a pick to pierce and remove the inner seal head o-ring and scraper seal.

Use your fingers or a pick to remove the outer o-ring.

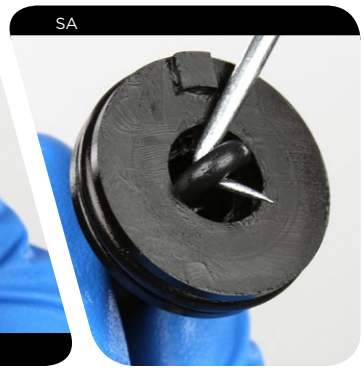
DPA

DPA

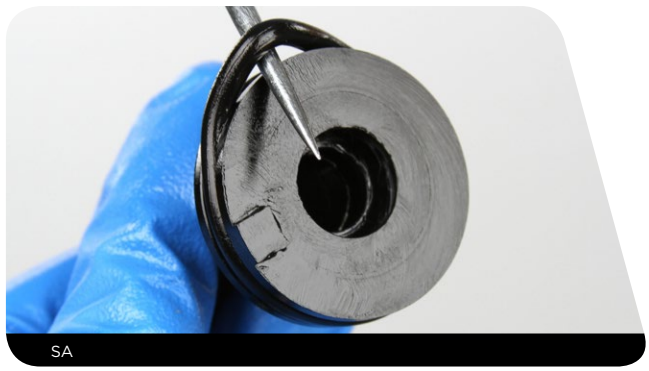
DPA



SA



SA



SA

9 **Dual Position Air**: Use your fingers to install a new scraper seal, inner o-ring, and outer o-ring.

DPA

DPA

DPA

Solo Air: Use your fingers to install a new inner seal head o-ring into the smaller inner gland.

Push the o-ring into the shaft hole.

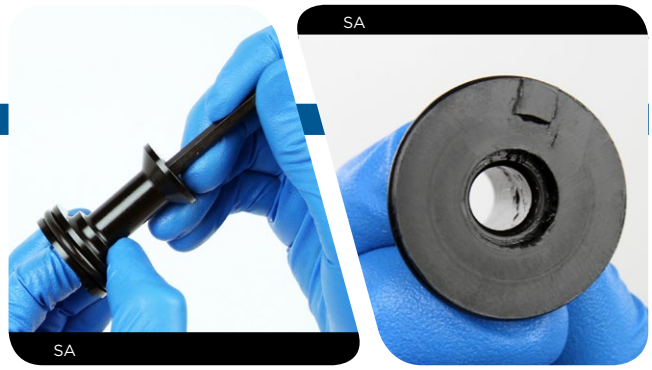
Push one side of the o-ring into the small inner gland and hold in place with your finger.

From the other side of the seal head, push the o-ring fully into the gland with the rounded end of a 5mm hex wrench.

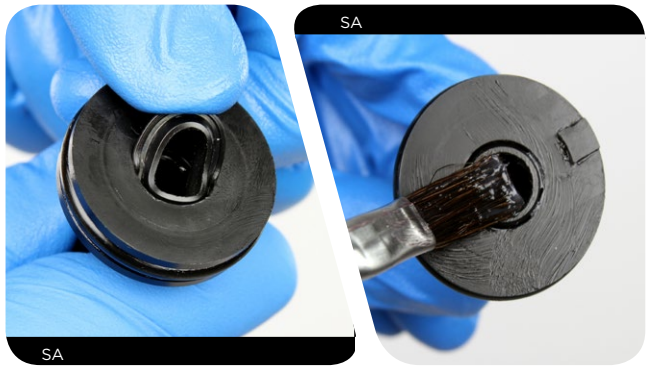
Verify the o-ring is fully seated in the gland.

NOTICE

Apply grease to the tip of the hex wrench before pushing in the o-ring to avoid damage to the o-ring.

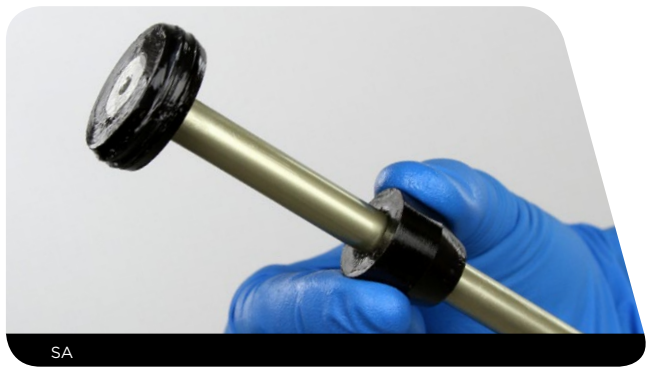


Install a new scraper seal and a new seal head o-ring.



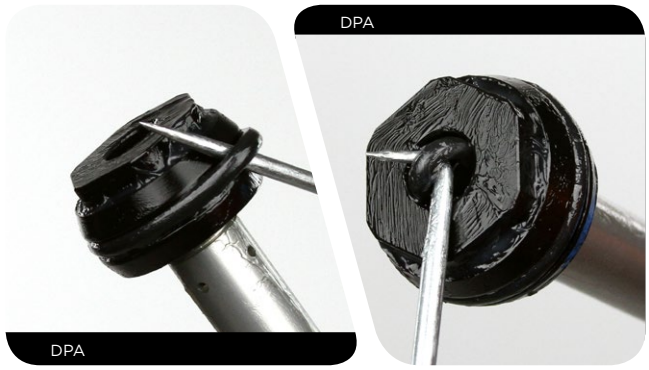
10 Use your fingers to remove the bumper cone from the air shaft.

Install a new bumper cone with the wide side facing the piston.



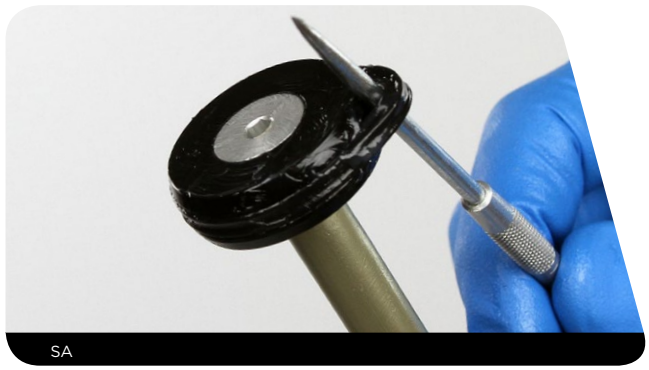
11 **Dual Position Air:** Use your fingers or a pick to remove the outer air piston o-ring. Use a pick to pierce and remove the inner o-ring.

Use your fingers to install new o-rings.



Solo Air: Use your fingers or a pick to remove the air piston quad ring.

Use your fingers to install a new quad ring.



Air Spring Installation

1 Apply a liberal amount of SRAM® Butter grease to the new air piston.

2 Install a new backup ring and wave spring, in that order, onto the air shaft.

Install the seal head onto the air shaft.

3 Apply a liberal amount of SRAM® Butter grease to the seal head.

4 Firmly push the air shaft assembly into the bottom of the upper tube while gently rocking the air shaft side to side.

Make sure the shaft remains fully extended.

Use your fingers to firmly press the seal head into the upper tube until it snaps into place.

5 Use your fingers to position the retaining ring into the bottom of the upper tube retaining ring groove. The seal head tab should be positioned between the retaining ring eyelets.

Place the tips of large internal retaining ring pliers into the eyelets of the retaining ring, then use the pliers to push the seal head into the upper tube while installing the retaining ring into the groove.

Use your finger or thumb to hold the retaining ring in place while seating the retaining ring eyelets on either side of the seal head tab.

NOTICE

Do not scratch the air spring shaft. Scratches on the air shaft will allow air to bypass the seal head into the lower leg, resulting in reduced spring performance.

Confirm the retaining ring is properly seated in the retaining ring groove by using the retaining ring pliers to rotate the retaining ring and seal head back and forth a few times, then firmly pull down on the air shaft.

Retaining rings have a sharper-edged side and a rounder edged side. Installing retaining rings with the sharper-edged side facing the tool will allow for easier installation and removal.

6 Install the air spring top cap into the top of the upper tube. Use a torque wrench with a 24 mm socket to tighten the top cap to 28 N·m (250 in-lb).

7 **Dual Position Air**: Place the DPA adjuster knob and the knob retaining nut onto the top cap with the long tab near the front of the crown. Turn the DPA adjuster knob counter-clockwise until it engages the first detent space.

Thread the knob retaining nut onto the threaded air valve body.

Use a torque wrench with a 10 mm socket to tighten the knob retaining nut to 1.7-2.2 N•m (15-20 in-lb).

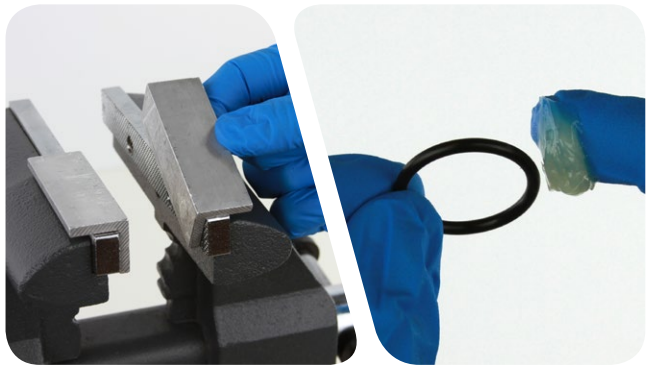
Charger Damper™ Removal

NOTICE

Use aluminum soft jaws to protect the Charger Damper™ assembly when using a vise.

Inspect each part for scratches. Do not scratch any sealing surfaces when servicing your suspension. Scratches can cause leaks.

When replacing seals and o-rings, use your fingers or a pick to remove the seal or o-ring. Spray isopropyl alcohol on each part and clean with a rag. Apply SRAM® Butter grease to the new seal or o-ring.



1 **RCT3:** Use a 2 mm hex wrench to remove the low speed adjuster knob screw. Remove the low speed adjuster knob.

Use a 6 mm socket wrench to remove the knob retaining nut. Remove the compression mode adjuster knob.

RC: Use a 4 mm hex wrench to remove the knob retaining nut. Remove the low speed adjuster knob.

2 Use a 30 mm socket wrench to loosen the damper top cap.

Remove the Charger Damper assembly from the upper tube.

Clean the upper tube threads with a rag.

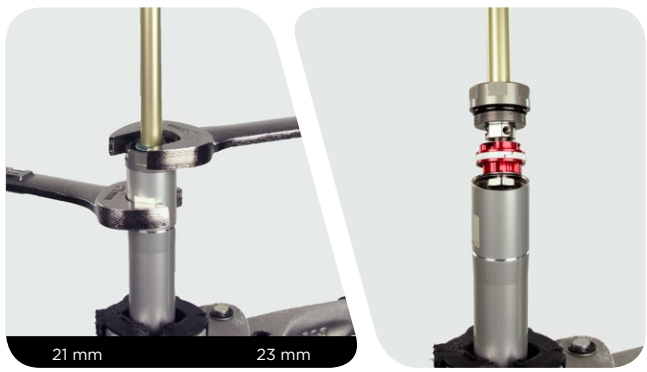
3 Use your fingers or a pick to remove the compression top cap o-ring.

Use your fingers to install a new o-ring.

4 Clamp the cartridge tube into a bicycle stand with the rebound damper shaft oriented upward.

5 Place a 21 mm open end wrench on the wrench flats of the cartridge tube. Place a 23 mm open end wrench on the damper seal head.

Holding the cartridge tube in place, turn the damper seal head counter-clockwise to loosen and remove the rebound assembly.



6 Remove the cartridge tube from the bicycle stand and pour the suspension fluid into an oil pan.

7 Remove the seal head assembly from the rebound damper shaft. Discard the damper seal head.

NOTICE

The damper seal head will be replaced in the Assembly and Bleed section.

8 Use your fingers to remove the glide ring from the rebound damper piston.

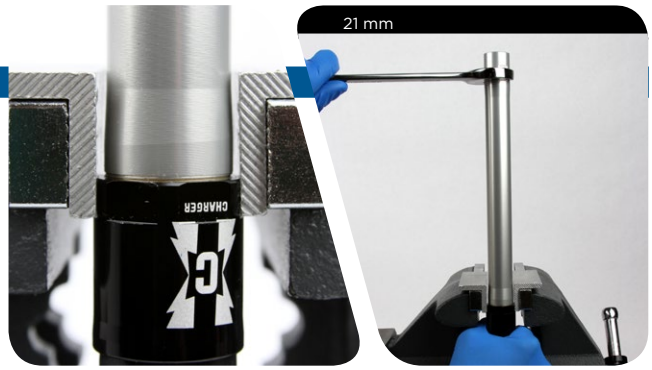
Use your fingers to install a new glide ring.

9 Clamp the wrench flats of the coupler into a vise with the cartridge tube oriented upward.

NOTICE

Do not clamp the cartridge tube in the vise.

Place a 21 mm open end wrench on the wrench flats of the cartridge tube. Hold the coupler in place with the vise and turn the wrench counter-clockwise to loosen and remove the cartridge tube from the coupler.



10 Remove the coupler, bladder, and compression top cap assembly from the vise and pour the fluid into an oil pan.

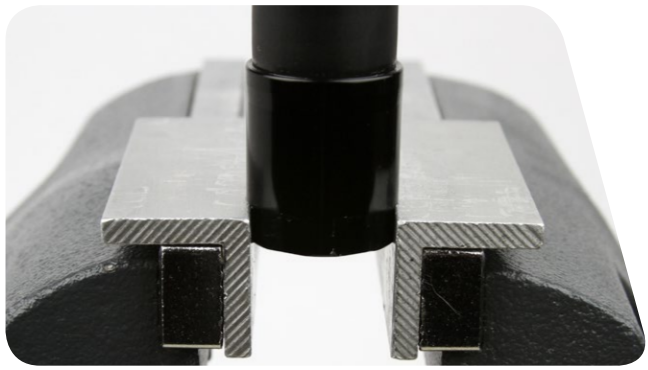
While holding it over an oil pan, use your fingers or needle-nose pliers to remove the compression piston assembly.

Fluid will spill from the coupler.

11 Use your fingers or a pick to remove the o-ring on the compression piston assembly.

Use your fingers to install a new o-ring.

12 Clamp the wrench flats of the coupler into a vise with the top cap oriented upward.



13 **RCT3:** Use small retaining ring pliers to remove the retaining ring from the low speed compression adjuster.

RC: Use small retaining ring pliers to remove the retaining ring from the bleed plug.

14 **RCT3:** Use needle-nose pliers to remove the low speed compression adjuster from the compression top cap.

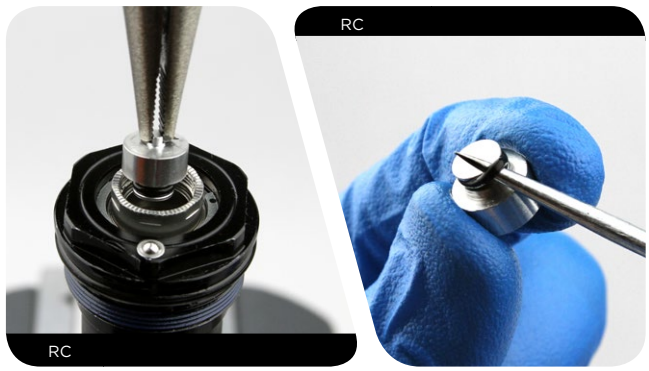
Use a pick to remove the o-ring on the low speed compression adjuster.

Use your fingers to install a new o-ring.

RC: Use needle-nose pliers to remove the bleed plug from the compression adjuster.

Use a pick to remove the o-ring on the bleed plug.

Use your fingers to install a new o-ring.



15 **RCT3:** Use small retaining ring pliers to remove the retaining ring from the compression cam assembly.

RC: Use small retaining ring pliers to remove the retaining ring from the compression adjuster.

16 **RCT3:** Use a 2.5 mm hex wrench to remove the low speed compression needle.

RC: Use a 4 mm hex wrench to remove the low speed compression needle.

17 **RCT3:** Use needle-nose pliers to grasp the wrench flats on the compression cam assembly. Pull the compression cam assembly out of the bladder assembly.

Use your fingers or a pick to remove the o-ring on the compression cam assembly. Use a pick to pierce and remove the inner o-ring.

Use your fingers to install the new o-rings.

RC: Use needle-nose pliers to grasp the wrench flats on the compression adjuster. Pull the compression adjuster out of the bladder assembly.

Use your fingers or a pick to remove the o-ring on the compression adjuster.

Use your fingers to install a new o-ring.

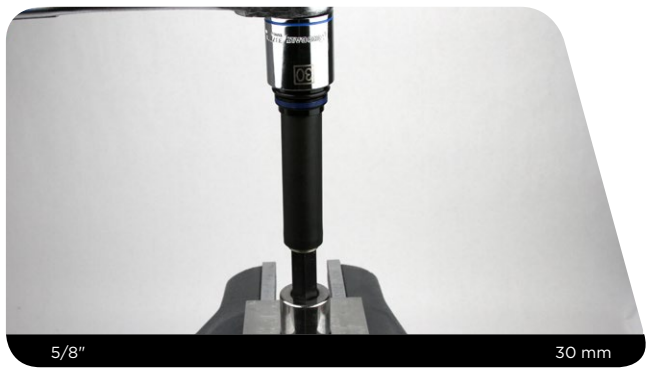
18 Use a 30 mm socket wrench to loosen and remove either the coupler or the compression top cap assembly from the bladder assembly, whichever loosens first.

Remove the assembly from the vise.

19 Clamp a 5/8″ bit socket into a vise.

If the **compression top cap** came off in the previous step, set the bladder assembly on the bit socket with the coupler oriented upward. Use a 25 mm open end wrench to remove the coupler.

If the **coupler** came off in the previous step, set the bladder assembly on the bit socket with the compression top cap oriented upward. Use a 30 mm socket wrench to remove the coupler.



20 Use your fingers or a pick to remove the o-ring on the compression top cap assembly.

Use your fingers to install a new o-ring.

21 Use your fingers or a pick to remove the o-ring inside the coupler.

Use your fingers to install a new o-ring.

Do not apply grease to this o-ring.

22 Use your fingers to remove the bladder from the bladder sleeve. Inspect the bladder for tears or cracks. If there are any tears or cracks, replace the bladder.

Spray isopropyl alcohol on the bladder and bladder sleeve and clean them with a rag.

Optional Charger Damper™ Re-tune

The Charger Damper in Lyrik comes with additional shims installed on the piston to allow the rider to modify the rebound tune.

If your rebound setting is one or two clicks from open, we recommend changing to a soft tune on the rebound. If your rebound setting is one or two clicks from closed, we recommend changing to a firm tune on the rebound.

All Charger Dampers in Lyrik ship with the Medium Damper Tune installed.

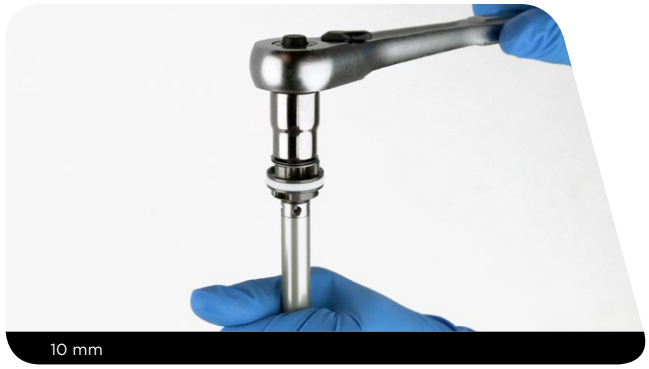
Optional Rebound Re-tune

1 Clamp the bottom of the rebound damper shaft into a RockShox® Rear Shock Vise Block.

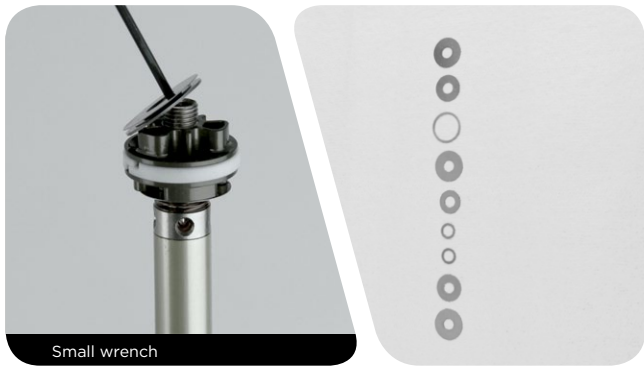
NOTICE

To prevent damage to the rebound damper shaft, do not clamp the middle of the shaft in the vise.

2 Use a 10 mm socket to remove the piston nut. Use your hand to stabilize the rebound damper shaft.



3 Use a small wrench or pick to slide the shims off of the rebound damper piston. Set the shims on a rag in the order they came off of the piston.



4 Use the chart below to layout the shim stack for your desired tune on your rebound damper piston. Use a metric caliper to verify the shim outer diameter and shim thickness or print the page at 100% scale to arrange the shim stack using the outlines on the page.

All Charger Dampers™ in Lyrik ship with the Medium Damper Tune installed.

100 mm

*Print this page at 100% scale and use the chart to layout your desired rebound tune.

Soft Rebound Tune

1:1* Shim Size Outer Dimension (mm)	1:1* Shim Thickness (mm)
8	0.3
12	0.1
14	0.1
16	0.1
8	0.2
16	0.1

Piston Face
Bottom of stack

16	0.1
14	0.1
16 Hoop	0.2

If using the soft tune, 16 x 6 x 0.1, 14 x 6 x 0.1, and 16 x 14 x 0.2 are not used. Save them so they can be reinstalled if you change your tune to Medium or Firm.

Medium Rebound Tune (Stock Tune)

1:1* Shim Size Outer Dimension (mm)	1:1* Shim Thickness (mm)
16	0.1
14	0.1
8	0.2
8	0.3
12	0.1
16	0.1
16 Hoop	0.2
14	0.1
16	0.1

Piston Face
Bottom of stack

Firm Rebound Tune

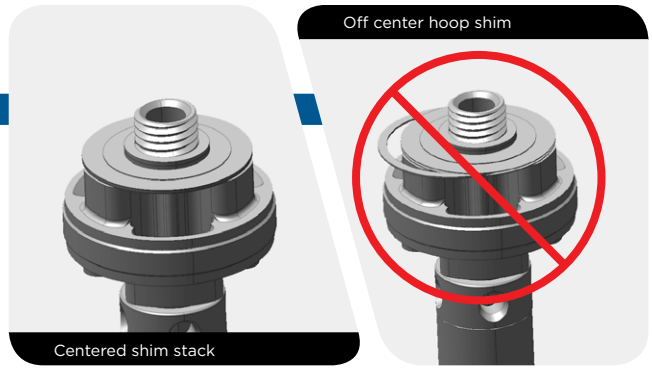
1:1* Shim Size Outer Dimension (mm)	1:1* Shim Thickness (mm)
8	0.3
14	0.1
16	0.1
8	0.2
12	0.1
16	0.1
16 Hoop	0.2
14	0.1
16	0.1

Piston Face
Bottom of stack

5 Install the shims on a small wrench or pick in the order of your desired tune. Slide the shim stack onto the piston face. Use your fingers to squeeze the stack and center the shims.

NOTICE

Ensure the hoop shim is centered on the shim stack.

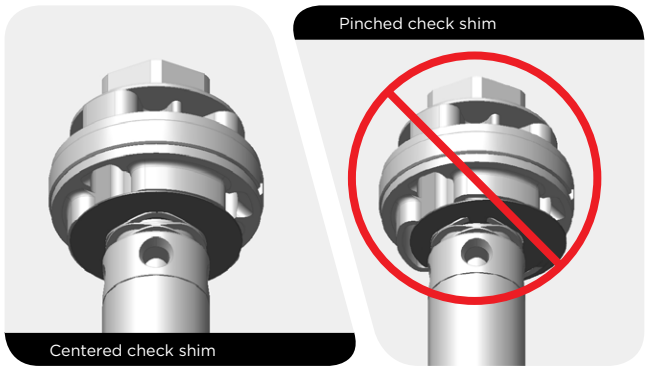


6 Thread the main piston nut onto the rebound damper piston. Use a torque wrench with a 10 mm socket to tighten the nut to 3.7 N•m (33 in-lb).

NOTICE

Ensure the check shim is centered, and not pinched under the piston.

Remove the assembly from the vise.



Charger Damper™ Assembly and Bleed

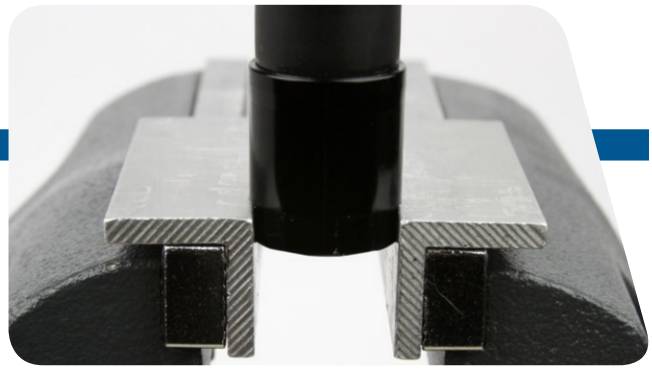
1 Use your fingers to install the bladder onto the bladder sleeve. Ensure that it is centered between the ends of the sleeve.

2 Apply a liberal amount of SRAM® Butter onto both ends of the bladder.

Thread the compression top cap and coupler into either side of the bladder assembly.

3 Clamp the coupler wrench flats into a vise with the compression top cap facing upward.

Use a torque wrench with a 30 mm socket to tighten the compression top cap to 4.5-5.6 N•m (40-50 in-lb).



NOTICE

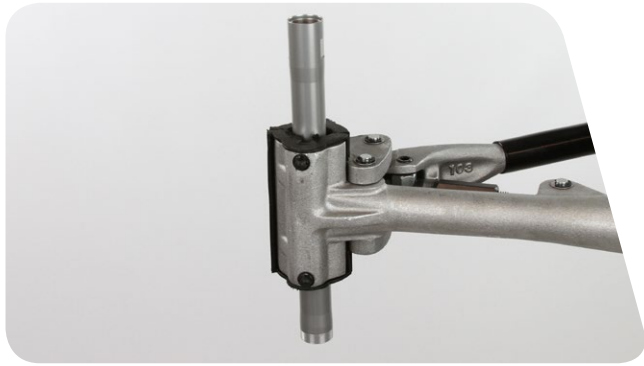
Ensure the bladder does not twist during installation. If the bladder starts to twist, unthread the compression top cap and coupler and repeat steps 1-3.

4 Spray isopropyl alcohol on the inside and outside of the cartridge tube and clean it with a rag.

Wrap a rag around a long dowel and insert it into the cartridge tube to clean inside the upper tube.

5 Install the new seal head assembly onto the rebound damper shaft with the threads oriented toward the piston.

6 Lightly clamp the cartridge tube into a bicycle stand with the threads at the bottom and wrench flats at the top. Thread the rebound assembly into the cartridge tube by hand.

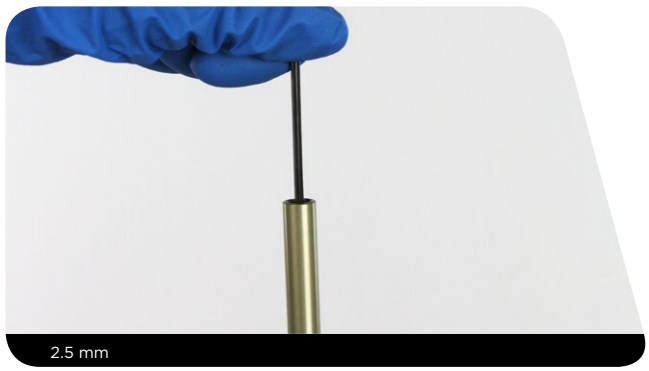


7 Place a torque wrench with a 23 mm crowfoot open end wrench on the wrench flats on the damper seal head. Place a 21 mm open wrench on the wrench flats of the cartridge tube.

While holding the cartridge tube in place, turn the seal head clockwise to tighten to 9-10 N•m (80-90 in-lb).

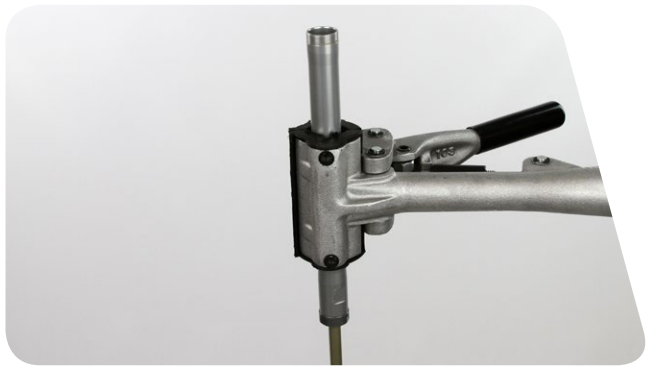
Install the crowfoot onto the torque wrench at a 90° angle to the handle to ensure an accurate torque reading.

8 Insert a 2.5 mm hex wrench into the rebound damper shaft until it contacts the rebound adjuster screw. Turn the hex wrench counter-clockwise until it stops. The rebound adjuster is now in the open position.



9 Remove the cartridge tube assembly from the bicycle stand, turn it over, and clamp the cartridge tube assembly in the bicycle stand so the rebound damper shaft is oriented downward.

Pull down on the rebound damper shaft.



10 Pour RockShox 3wt suspension fluid into the cartridge tube until it is approximately half full.

11 Use the palm of your hand or a rag to cover the cartridge tube, and cycle the rebound damper shaft a few times to help pre-bleed air from the damper.

Pull down on the rebound damper shaft.

Pour additional RockShox 3wt suspension fluid into the cartridge tube until the fluid is level with the top of the tube.

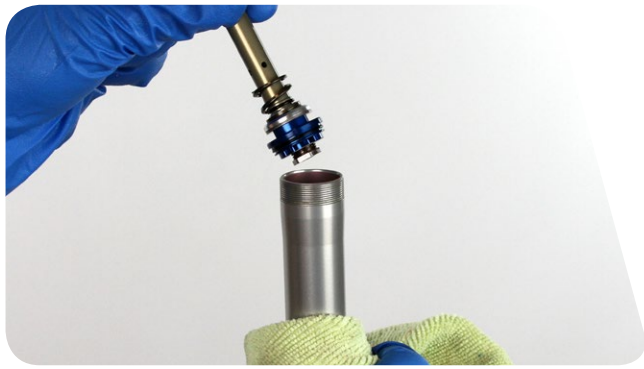
Use your finger to wipe any air bubbles from the surface of the fluid

⚠CAUTION- EYE HAZARD

Pull the rebound damper shaft down slowly. Failure to do so can result in fluid ejecting from the cartridge tube. Wear safety glasses.

12 Wrap a rag around the cartridge tube. Insert the compression piston assembly into the cartridge tube.

Spray isopropyl alcohol on the cartridge tube threads and clean the threads with a rag.



13 Spray isopropyl alcohol on the threads inside the coupler and clean the threads with a rag.

14 Apply a small amount of Loctite® Threadlocker Blue 242® to the coupler threads.

NOTICE

Do not allow the Loctite to come in contact with the o-rings or bladder. Thread the coupler onto the cartridge tube by hand.

Loctite Threadlocker Blue 242

15 Place a torque wrench with a 25 mm crowfoot open end wrench on the wrench flats of the coupler. Place a 21 mm open end wrench on the wrench flats on the cartridge tube.

While holding the cartridge tube in place, tighten the coupler to 9-10 N•m (80-90 in-lb).

Install the crowfoot onto the torque wrench at a 90° angle to the handle to ensure an accurate torque reading.

25 mm | 9-10 N•m (80-90 in-lb) | 21 mm

16 Pour RockShox 3wt suspension fluid into the top cap until it is approximately half full.

17 Use the palm of your hand or a rag to cover the top cap, and cycle the rebound damper shaft a few times to help pre-bleed air from the damper.

Pull down on the rebound damper shaft.

Pour additional RockShox 3wt suspension fluid into the top cap until the fluid is level with the top.

Use your finger to wipe any air bubbles from the surface of the fluid.

18 **RC**: Use a 4 mm hex wrench to thread the low speed compression needle into the compression piston assembly clockwise until it stops, and then unthread it 1/4 of a turn.

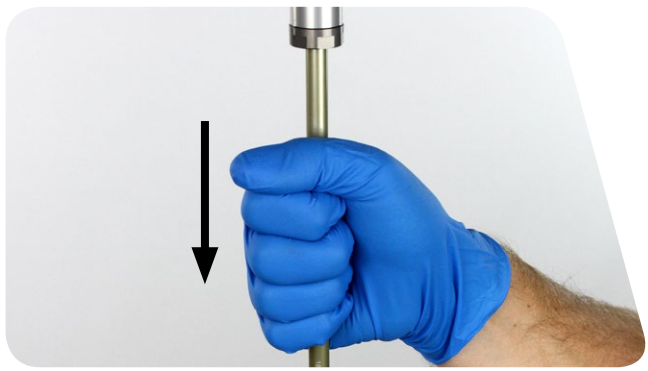
19 **RCT3:** Insert the compression cam assembly into the bladder assembly and turn it clockwise to lock it into place.

RC: Insert the compression adjuster into the bladder assembly and turn it clockwise to lock it into place.

20 **RCT3:** Use retaining ring pliers to install the outer retaining ring to secure the compression cam assembly. Use a rag to soak up excess fluid.

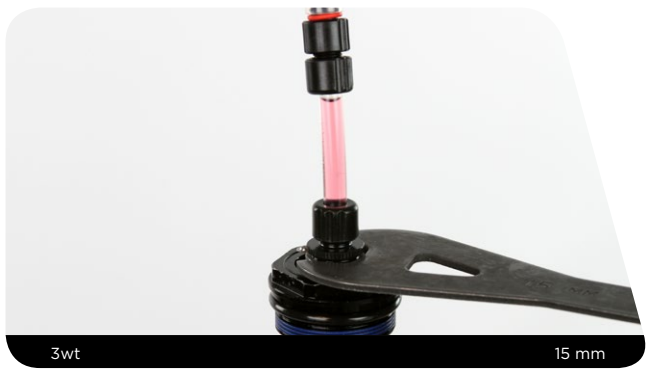
RC: Use retaining ring pliers to install the outer retaining ring to secure the compression adjuster. Use a rag to soak up excess fluid.

21 Use your fingers to install the bottom bolt into the rebound damper shaft, then pull down on the bottom bolt to extend the shaft.

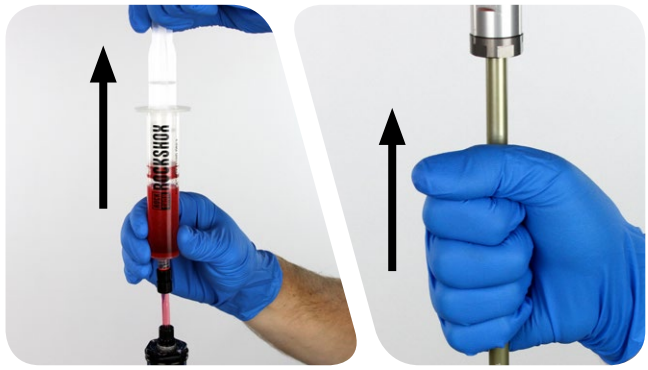


22 Fill the bleed syringe half full with 3wt suspension fluid and thread the syringe into the compression top cap assembly.

Use a 15 mm cone wrench to turn the compression cam assembly counter-clockwise to the open position.



23 Create a vacuum in the damper assembly by pulling up on the syringe handle and simultaneously pushing up on the rebound damper shaft. This will force bubbles out of the damper assembly.

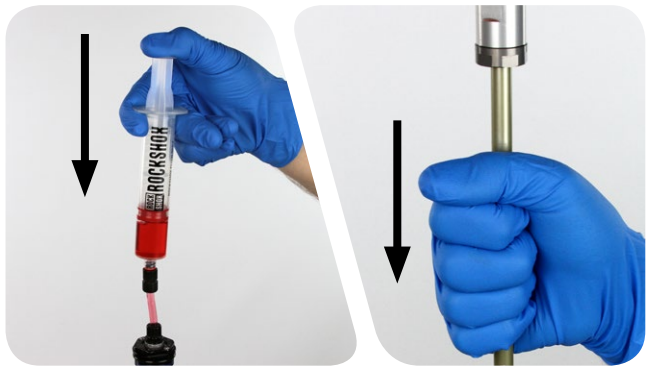


Pressurize the damper assembly by pushing down on the syringe handle and simultaneously pulling down on the rebound damper shaft.

Continue to hold down on the syringe handle and simultaneously cycle the rebound damper shaft a few times to purge bubbles.

The bladder will expand and contract. This is normal.

Repeat pulling a vacuum and pressurizing the damper assembly until only very small bubbles emerge from the damper assembly.



24 Make sure the rebound damper shaft is fully extended.

Push the syringe handle down and release it. Allow the bladder to come to its natural resting position by waiting a few moments until the syringe stops filling.

Use a rag to cover the bleed tip and charger bleed port, then unthread and remove the syringe.

⚠CAUTION- EYE HAZARD

Fluid may eject from the bladder assembly if the bladder is not in its resting position. Wear safety glasses.

25 **RCT3:** Use a 2.5 mm hex wrench to thread the low speed compression needle into the bladder assembly clockwise until it stops, and then unthread it 1/4 of a turn.

26 **RCT3:** Insert the low speed compression adjuster into the compression cam assembly. Push down and turn the low speed compression adjuster clockwise until it clicks into place.

RC: Use needle-nose pliers to insert the bleed plug into the compression adjuster until it clicks into place.

27 Use retaining ring pliers to install the inner retaining ring into the retaining ring groove.

Check that the retaining ring is properly seated in the retaining ring groove by using the retaining ring pliers to rotate the retaining ring and seal head back and forth a few times.

RCT3: The low speed compression adjuster must be installed properly for the retaining ring to be seated in its grove.

RC: The bleed plug must be installed properly for the retaining ring to be seated in its grove.

28 Remove the rebound bolt from the rebound damper shaft.

29 Spray isopropyl alcohol on the Charger Damper™ assembly and clean it with a rag.

30 Insert and thread the Charger Damper into the top of the damper side upper tube.

Use a torque wrench with a 30 mm socket to tighten the compression top cap to 28 N•m (250 in-lb).

31 **RCT3:** Use a 15 mm socket wrench to turn the compression cam assembly **counter-clockwise** until it stops.

RC: Use a 15 mm socket wrench to turn the low speed compression adjuster **clockwise** until it stops.

32 **RCT3:** Place the low speed adjuster knob onto the compression top cap with the long tab near the **front** of the crown. Turn the compression mode adjuster **clockwise** until it engages the first detent space.

RC: Place the compression mode adjuster knob onto the compression top cap with the long tab near the **back** of the crown. Turn the compression mode adjuster **counter-clockwise** until it engages the first detent space.

33 **RCT3:** Thread the knob retaining nut into the compression cam assembly.

While holding down the compression mode adjuster knob, tighten the knob retaining nut. Turn the knob clockwise through both clicks until it stops, and use a torque wrench with a 6 mm socket to tighten the knob retaining nut to 3.5-4.0 N•m (30-35 in-lb).

NOTICE

Make sure the knob retaining nut is not cross-threaded as it can move the adjuster knob beneath it.

34 **RC:** Install the knob retaining nut. While holding down the compression mode adjuster, use a torque wrench with a 4 mm hex bit socket to tighten the nut to 4.0-5.5 N•m (40-50 in-lb).

35 **RCT3:** Install the low speed adjuster knob and knob retaining screw. Use a torque wrench with a 2 mm hex bit socket to tighten the screw to 1.0-1.5 N•m (8-13 in-lb).

Lower Leg Assembly

1 Spray isopropyl alcohol on the upper tubes and clean them with a rag.

2 Apply a liberal amount of SRAM® Butter grease to the inner surfaces of the dust wiper seals.

3 Slide the lower leg assembly onto the upper tube assembly just enough to engage the upper bushing with the upper tubes. The lower leg bottom should not contact the spring or damper shaft.

Make sure both dust wiper seals slide onto the tubes without folding the outer lip of either seal.

4 Position the fork at a slight angle with the bottom bolt holes oriented upward. Angle a syringe fitting into each lower leg bolt hole so the fluid will only contact the inside of the lower leg and not fill the shaft.

Using a RockShox bleed syringe, inject 10 mL of RockShox 0w-30 suspension fluid into the damper side leg, and 10 mL of RockShox 0w-30 suspension fluid into the spring side leg shaft holes.

NOTICE

Do not exceed the recommended fluid volume per leg as this can damage the fork.

Lower Leg Fluid Volume	
Spring Side	10 mL
Damper Side	10 mL

5 Slide the lower leg assembly along the upper tubes until it stops and the spring and damper shafts are visible through the lower leg bolt holes.

Use a rag to clean all excess fluid from the outer surface of the lower leg.

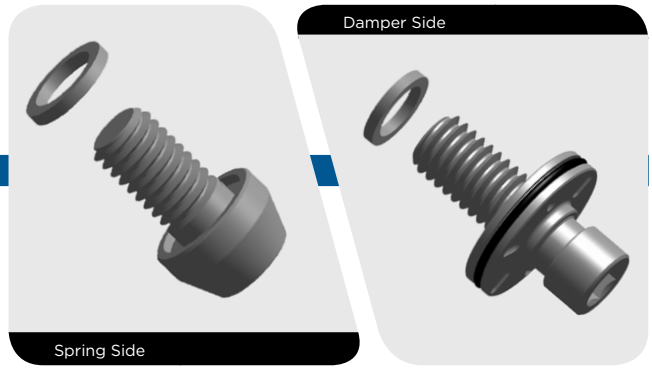
6 Using a pick and needle nose pliers, remove old crush washers from each bottom bolt.

Holding the crush washer with needle nose pliers, unthread the crush washer from the bolt by turning the bolt counter-clockwise with a 5 mm hex wrench.

NOTICE

Dirty or damaged crush washers can cause leaks.

Install a new crush washer on each bottom bolt.



7 Thread the black bottom bolt into the spring side lower leg. Thread the silver bottom bolt into the damper side lower leg.

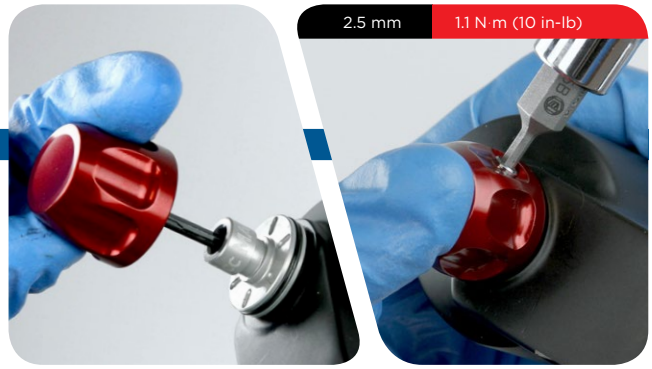
Use a torque wrench with a 5 mm hex bit socket to tighten the bolts to 7.3 N·m (65 in-lb).

8 Install the rebound adjuster knob onto the rebound damper bottom bolt.

Use a torque wrench with a 2.5 mm hex bit socket to tighten the set screw to 1.1 N·m (10 in-lb).

NOTICE

Hold the rebound adjuster knob in place during installation to prevent damage to the bottom bolt.



9 Refer to the air chart on the fork lower leg and pressurize the air spring to the appropriate pressure for your rider weight.

You may see a drop in the indicated air pressure on the pump gauge while filling the air spring; this is normal. Continue to fill the air spring to the recommended air pressure.

NOTICE

Pressure in the positive and negative air chambers must be equalized after inflation to get an accurate pressure reading. Cycle the fork three to five times and re-check the pressure. Add air pressure as needed.

10 Thread the air valve cap onto the top cap of the spring side fork leg until it stops.

11 Spray isopropyl alcohol on the entire fork and clean it with a rag.

This concludes the service for RockShox Lyrik front suspension forks.

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